SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

100

FOR THE

SACRAMENTO DIVISION

To Take Effect Wednesday, November 10, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT, *Vice-President and General Manager.*	D. W. CAMPBELL, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

Eastward.

FROM SAN FRANCISCO

Time Table No. 100

November 10, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS						SECOND CLASS	FIRST CLASS												Distance from San Francisco	
	288 Stockton Freight	254 Ogden Manifest	256 Sunset Manifest	308 Way Freight	222 Portland Fast Freight	306 Way Freight	548 Chico and Willows MOTOR	6 Atlantic Express	48 El Dorado	2 Overland Limited	10 San Francisco Limited	34 Colfax Passenger	32 Red Bluff Passenger	20 Pacific Limited	24 Tonopah Express	22 The Statesman	210 The Newsboy	54 Sound Special	16 Oregon Express		**STATIONS**
	Leave Daily	Leave Daily	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard WFTYOP					6.40AM		8.30AM	10.55PM	8.20PM	7.15PM	5.10PM	4.15PM	4.05PM	1.45PM	12.50PM	11.30AM	7.25AM	3.25AM	12.25AM	88.8	DNR **SACRAMENTO** 3.0
Yard IY	10.05AM	9.30AM	9.00AM		6.55		f8.40	11.05	8.30	7.25	5.20	4.25	f4.15	1.55	1.00	f11.40	f 7.35	3.35	12.35	91.8	**ELVAS** 3.1
88							f8.46	11.10	8.36	7.30	5.25	4.30	f4.20	2.00	1.05	f11.46	f 7.40	3.40	12.40	94.9	BENALI 4.5
10 Spur							f						f			f	f			99.4	WALERGA 3.4
60							f9.00	11.20	8.47	7.40	5.35	4.40	f4.32	2.10	1.15	f11.56AM	f 7.50	3.50	12.50	102.8	ANTELOPE 3.7
Term Yard TWFPYO	11.45AM	10.15AM 12.30PM	10.00AM		7.45AM	4.00AM	s9.10AM	s 11.28 11.31	s 8.55PM	7.48 7.51	s 5.43 5.48	s4.50	s4.40PM	s 2.18 2.21	s 1.23 1.26	s12.05PM	s 7.58	s 3.58AM	s12.58AM	106.5	DN **ROSEVILLE** 4.1
Yard						4.15		s11.38		7.58	5.55	s4.57		2.30	s 1.35		s 8.08			110.6	ROCKLIN 4.6
73						See Page 3.		f11.49PM		8.07	6.06	See page 3.		2.43	See page 3.		See page 3.			115.2	LINCOLN AV.,PENRYN 5.0
87 W						7.20		s12.10AM		8.16	s 6.18	s5.25		2.56	s 2.09		s 8.40			120.2	DN NEWCASTLE 4.0
86 W						7.50		f12.30		8.24	s 6.29	s5.40		3.07	s 2.23		s 8.50			124.2	AUBURN, NEVADA ST. 4.9
76						8.20		12.44		8.33	6.39	f5.50		3.20	f 2.34		f 9.01			129.1	DN BOWMAN 2.3
No Siding						8.50		12.52		8.38	6.45	f5.59		3.28	f 2.41		f 9.10			131.4	CLIPPER GAP 2.9
83 W						9.05		1.00		8.45	6.51	f6.08		3.35	f 2.49		f 9.20			134.3	APPLEGATE 3.0
82						**9.30**		1.09		8.51	6.57	f6.14		3.44	f 2.58		f **9.30**			137.3	N. E. MILLS 1.7
No Siding						9.50		1.15		8.55	7.01	f6.20		3.48	3.03		f 9.35			139.0	LANDER 2.7
Yard PYW		3.20		7.00AM		10.00AM		s 1.40		s9.07	s 7.20	s6.30PM		s3.57	s 3.20		s 9.45AM			141.7 142.4	DNR **COLFAX** 4.5
50				7.30				2.00		9.22	7.35			4.10	f 3.38					146.9	CAPE HORN 2.7
No Siding															f					149.6	MAGRA 3.6
80 WFY		4.32		8.15				s 2.40		9.40	8.05			4.32	f 4.10					153.2	DN GOLD RUN 2.0
6 Spur				8.40				f 2.50		9.45	f 8.12			4.38	f 4.17					155.2	DUTCH FLAT 1.9
4 Spur															f					157.1	ALTA 0.7
5 W Spur				9.00				3.00		9.52	8.20			4.48	f 4.24					157.8	D TOWLE 1.9
5 Spur				9.15				3.08		9.58	8.25			4.56	f 4.31					159.7	GORGE 2.1
80				9.30				3.15		10.05	8.31			5.02	f 4.38					161.8	MIDAS 2.3
10 W Spur				9.50				3.28		10.11	8.37			5.10	f 4.45					164.1	**FOREBAY** 2.5
60 PTW		6.15PM		10.10AM				s 3.40AM		10.20PM	s 8.50PM			5.20PM	s 4.55PM					166.6	DN **BLUE CANON**
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(77.8)
	(1.40)	(8.45)	(1.00)	(3.10)	(1.05)	(6.00)	(0.40)	(4.45)	(0.35)	(3.05)	(3.40)	(2.15)	(0.35)	(3.35)	(4.05)	(0.35)	(2.20)	(0.33)	(0.33)		................Time over District
	8.88	11.97	14.80	7.12	16.44	5.85	26.55	16.55	30.51	25.65	21.71	23.28	30.51	22.01	19.46	30.51	22.68	29.37	29.37		................Average speed per hour

Automatic Block

Double Track (No. 2)

Track No. 4 between Rocklin and Loomis will be used exclusively by Nos. 210, 24, 34 and 306; other trains only when authorized by train order.

ADDITIONAL STOPS ON SIGNAL

- No. 210, Haggin.
- Nos. 6, 10 and 20 stations west of Colfax to receive passengers for points east of Ogden.
- No. 2 stations west of Colfax to receive passengers for points Cheyenne and east.
- Nos. 24 stations between Sacramento and Roseville to discharge passengers from points west of Sacramento.

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

				Time Table No. 100 November 10, 1915	Distance from Blue Canon	FIRST CLASS												SECOND CLASS		THIRD CLASS					Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
306	34	24	210			23	19	1	47	33	15	9	21	5	209			547		257	305	253	307	221	
Way Freight	Colfax Passenger	Tonopah Express	The Newsboy			Tonopah Express	Pacific Limited	Overland Limited	El Dorado	Sacramento Passenger	California Express	Fast Mail	The Statesman	San Francisco Limited	Mountain Express			Sacramento **MOTOR**		Sunset Manifest	Way Freight	Ogden Manifest	Way Freight	Portland Fast Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Tuesday, Thursday, and Saturday	Arrive Daily	
				DNR **SACRAMENTO** 3.0	77.8	s 4.10AM	s 5.50AM	s 6.40AM	s 8.05AM	s 9.00AM	s 9.05AM	s 11.00AM	s 3.00PM	s 4.50PM	s 6.15PM			s 6.25PM						7.00PM	Term. Yard WFTYOP
				ELVAS 3.1	74.8	4.00	5.40	6.30	7.55	f 8.50	8.55	10.50	f 2.50	4.40	f 6.05			6.15		1.00AM		3.25PM		6.45	IY Yard
				BENALI 4.5	71.7	3.53	5.34	6.22	7.50	f 8.42	8.47	10.45	f 2.41	4.34	f 5.58			6.08							89
				WALERGA 3.4	67.2					f			f		f										No Siding
				ANTELOPE 3.7	63.8	3.40	5.23	6.13	7.40	s 8.31	8.36	10.37	f 2.30	4.23	f 5.48			5.58							60
				DN **ROSEVILLE** 4.1	60.1 59.9	s 3.32	5.15	6.05	s 7.32AM	s 8.23	s 8.28AM	s 10.30	s 2.20PM	s 4.15	s 5.40			s 5.50PM		12.10AM	4.00PM	2.50 1.45		6.00PM	Term. Yard TWFPYO
4.30AM	s 4.57PM	s 1.35PM	s 8.08AM	ROCKLIN 3.3	55.8	f 3.15	5.01	5.52		s 8.14		10.15		4.00	s 5.32						3.40				Yard
4.50 5.50	s 5.05	s 1.48	s 8.17	D LOOMIS 2.7	52.5	f 3.05	4.54	5.45		s 8.08		10.08		3.53	s 5.23						3.10				60
6.05 6.30	s 5.15	s 1.58	s 8.30	D PENRYN 2.9	49.8	f 2.57	4.49	5.38		s 8.02		10.02		3.46	s 5.15						1.58				55
6.50AM	s 5.25PM	s 2.09PM	s 8.40AM	DN NEWCASTLE 2.0	46.9	s 2.47	4.42	5.31		s 7.55		9.55		3.38	s 5.00						1.30				W 73
				ZETA 2.1	44.9	f 2.37	4.37	5.25		f 7.48		9.48		3.30	f 4.46						12.45				57
				FLINT 0.9	42.8																				73
				D AUBURN 3.1	41.9	s 2.28	4.30	5.18		s 7.42		f 9.41		s 3.24	s 4.40						12.15PM	12.15PM			W 56
				DN BOWMAN 3.4	38.8	f 2.16	4.23	5.11		f 7.30		9.34		3.15	f 4.30						10.15AM				73
				CLIPPER GAP 3.0	35.4	f 2.06	4.16	5.03		f 7.25		9.27		3.05	f 4.24										70
				APPLEGATE 3.2	32.4	f 1.57	4.10	4.57		f 7.19		9.21		2.57	f 4.18										Spur 55
				N. E. MILLS 2.0	29.2	f 1.47	4.03	4.50		f 7.12		9.15		2.49	f 4.12										Spur 55
				LANDER 3.0	27.2	f 1.40	3.58	4.45		f 7.07		9.11		2.44	f 4.07										Spur 64
				DNR **COLFAX** 4.5	24.2	s 1.30	s 3.50	s 4.38		7.00AM		s 9.05		s 2.35	4.00PM						9.10AM	11.00AM	4.30PM		PYW Yard
				CAPE HORN 2.7	19.7	f 1.12	3.30	4.23				8.43		2.14									3.40		50
				MAGRA 3.6	17.0	f								f											Spur 5
				DN GOLD RUN 2.0	13.4	f 12.53	3.14	4.08				8.28		f 1.55									3.10		WFY 80
				DUTCH FLAT 1.9	11.4	f 12.47	3.08	4.03				8.23		f 1.46									2.30		Spur 6
				ALTA 0.7	9.5	f								f											Spur 4
				D TOWLE 1.9	8.8	f 12.40	3.02	3.57				8.14		f 1.39									2.15		W Spur 5
				GORGE 2.1	6.9	f 12.34	2.58	3.52				8.09		f 1.33									2.10		Spur 5
				MIDAS 2.3	4.8	f 12.28	2.53	3.47				8.04		f 1.27									2.00		80
				FOREBAY 2.5	2.5	f 12.21	2.45	3.41				7.58		f 1.19									1.45		W Spur 10
				DN **BLUE CANON**	0.0	12.13AM	2.35AM	3.35AM				7.52AM		1.10PM								8.40AM	1.30PM		PTW 60
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(77.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Tuesday, Thursday, and Saturday	Leave Daily	
				Time over District		(3.57)	(3.15)	(3.05)	(0.33)	(2.00)	(0.37)	(3.08)	(0.40)	(3.40)	(2.15)			(0.35)		(0.50)	(6.50)	(6.45)	(3.00)	(1.00)	
				Average speed per hour		20.94	23.94	25.19	32.36	26.80	28.87	24.68	26.55	21.21	23.89			30.51		22.48	5.81	13.20	8.07	17.70	

Automatic Block

Double Track (No. 1)

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on Track No. 1 have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Westward trains, receiving orders east of Bowman, moving an eastward train to Bowman against them on track No. 1, must not pass cross-over switch at Bowman until opposing train has arrived at that point, and if train order signal at Bowman is in "Stop" position westward trains must not pass cross-over switch until train order signal has been placed in "Proceed" position or a clearance obtained.

Nos. 210, 24, 34 and 306 will use track No. 4 Rocklin to Loomis.

ADDITIONAL STOPS ON SIGNAL.

No. 547, stations between Roseville and Sacramento to discharge passengers from points east of Roseville.

No. 23, stations between Roseville and Sacramento to discharge passengers from points east of Colfax.

No. 209, Haggin.

Nos. 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.

No. 1, stations west of Colfax to discharge passengers from points Cheyenne and east.

Nos. 9 and 5 Newcastle, Penryn and Loomis to receive passengers for Roseville and north, and Sacramento and west.

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			FIRST CLASS					Distance from San Francisco			Time Table No. 100 November 10, 1915
	254	308	310	2	10	20	24	6				
	Ogden Manifest	Way Freight	Way Freight	Overland Limited	San Francisco Limited	Pacific Limited	Tonopah Express	Atlantic Express				
	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
60 PTW	6.30PM	10.50AM		10.25PM	8.55PM	5.25PM	5.00PM	3.45AM	166.6	DN	Staff System	**BLUE CANON** 3.1
73		11.10		10.35	9.07	5.38	f 5.12	4.00	169.7			FULDA 2.1
68 PT		11.30		10.41	9.13	5.45	f 5.19	4.09	171.8	D		EMIGRANT GAP 1.5
51		11.55AM		10.45	9.19	5.50	f 5.27	4.15	173.3	DN		**SMART** 2.8
54		12.15PM		10.53	9.28	6.00	f 5.34	4.28	176.1			YUBA PASS 2.2
51 W		12.35		11.00	9.40	6.11	f 5.42	4.38	178.3			CRYSTAL LAKE 2.0
49 W		1.05		11.05	9.48	6.19	s 5.49	f 4.48	180.3	DN		CISCO 3.5
53		1.30		11.17	10.00	6.30	f 6.01	5.03	183.8			TAMARACK 2.0
50 W		1.50		11.22	10.07	6.36	f 6.08	5.13	185.8	DN		TROY 2.1
59		2.10		11.28	10.14	6.43	f 6.15	5.22	187.9			SPRUCE 2.8
47		2.30		11.37	10.24	6.52	f 6.25	5.35	190.7			SODA SPRINGS 2.3
128 PTW		3.05		11.48	10.35	7.03	s 6.37	s 5.50	193.0	DN		SUMMIT 3.2
54		3.20		11.57PM	10.45	7.12	f 6.48	6.01	196.2			LAKE VIEW 2.0
60		3.35		12.03AM	10.51	7.17	f 6.54	6.07	198.2			EDER 2.4
57 T	10.00	3.50		12.08	10.58	7.23	f 7.01	6.20	200.6	DN		ANDOVER 2.1
13 W (Spur)									202.7			* STANFORD 0.9
20 (Spur)									203.6			* ARCTIC 0.5
49		4.10		12.15	11.08	7.32	f 7.13	f 6.33	204.1			CHAMPION 2.2
60 (Spur)									206.3			* DONNER 1.7
Term. Yard PWTYOF	11.30PM	4.30PM	10.40AM	s 12.25	s 11.30	s 7.45	¶ 7.30 7.50	s 6.50	208.0	DNR		**TRUCKEE** 3.1
48 (Spur)							f		211.1		Automatic Block Double track (No. 2)	* POLARIS 3.9
53 (Spur)				12.40	11.45	7.58	f 8.09	7.08	215.0			*PROSSER CREEK 1.3
20 W			11.50AM	12.43	11.48	8.01	s 8.14	s 7.12	216.3	D		**BOCA** 1.8
80	12.46AM			12.46	11.52PM	8.04	8.18	7.16	218.1			HINTON 0.9
8 (Spur)									219.0			*BURCKHALTER 1.9
31 (Spur)							f		220.9			* ICELAND 0.6
34 (Spur)									221.5			* WICKES 0.9
75 W			12.30PM	12.55	12.02AM	8.13	s 8.28	s 7.26	222.4	DN		FLORISTON 3.1
20 W (Spur)				1.02	12.10	8.19	f 8.35	7.32	225.5			MYSTIC 3.0
No Siding W				1.08	12.17	8.25	f 8.42	7.38	228.5			CALVADA 3.9
100			1.30	1.15	12.25	8.32	s 8.51	s 7.48	232.4	D		**VERDI** 2.3
65									234.7			WARE 1.1
15 (Spur)							f		235.8			MOGUL 1.4
6 W (Spur)				1.25	12.38	8.42	f 9.05	f 8.00	237.2			LAWTON 5.7
Yard OP	3.10		2.20	s 1.45	s 1.00	s 9.05	s 9.30	s 8.25	242.9			**RENO** 2.6
Yard				1.50	1.05	9.10	s 9.40	s 8.30	245.5			SPARKS (Passenger Depot) 0.7
Term. Yard FWTOP	3.30AM		2.40PM	1.55AM	s 1.10AM	9.15PM	s 9.45PM	s 8.40AM	246.2	DNR		**SPARKS** (Dsprs Office)
	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(79.6)
	(9.00) 8.85	(5.40) 7.11	(4.00) 9.50	(3.30) 22.74	(4.15) 18.73	(3.50) 20.76	(4.45) 18.03	(4.55) 16.19				..............Time over district ....Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic and Lawton on westward track only.
Lawton Spur and cross-over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL
- No. 24 Union Mills. Farad, Fleish.
- No. 6 Union Mills.
- No. 24 Summit Hotel.

Time Table No. 100

November 10, 1915

		STATIONS		Distance from Sparks	FIRST CLASS					THIRD CLASS		
					1	9	5	23	19	309	307	253
					Overland Limited	Fast Mail	San Francisco Limited	Tonopah Express	Pacific Limited	Way Freight	Way Freight	Ogden Manifest
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thursday and Saturday	Arrive Daily
Staff System	DN	BLUE CANON	3.1	79.6	3.30AM	s 7.47AM	s 1.05PM	s 12.08AM	s 2.30AM		12.35PM	8.30AM
		FULDA	2.1	76.5	3.23	7.40	12.57	f 11.58PM	2.20		12.20	
	D	EMIGRANT GAP	1.5	74.4	3.18	7.35	f 12.51	s 11.52	2.14		12.05PM	
	DN	SMART	2.8	72.9	3.15	7.32	f 12.47	f 11.47	2.11		11.55AM	
		YUBA PASS	2.2	70.1	3.08	7.25	12.40	f 11.39	2.04		11.00	
		CRYSTAL LAKE	2.0	67.9	3.03	7.20	12.35	f 11.33	1.58		10.40	7.20
	DN	CISCO	3.5	65.9	2.56	7.13	f 12.29	s 11.27	1.51		10.25	
		TAMARACK	2.0	62.4	2.46	7.03	12.18	f 11.17	1.41		10.05	
	DN	TROY	2.1	60.4	2.40	6.57	12.12	f 11.06	1.35		9.45	
		SPRUCE	2.8	58.3	2.35	6.52	12.06PM	f 10.54	1.29		9.30	
		SODA SPRINGS	2.3	55.5	2.29	6.46	11.57AM	f 10.43	1.22		9.15	5.35
	DN	SUMMIT	3.2	53.2	2.23	6.40	f 11.49	s 10.35	1.15		9.00	
		LAKE VIEW	2.0	50.0	2.11	6.31	11.35	f 10.15	1.02		8.10	
		EDER	2.4	48.0	2.05	6.26	11.28	f 10.08	12.55		7.55	
	DN	ANDOVER	2.1	45.6	2.00	6.20	11.20	f 10.00	12.47		7.40	
		* STANFORD	0.9	43.5								
		*ARCTIC	0.5	42.6								
		CHAMPION	2.2	42.1	1.52	6.12	11.08	f 9.48	12.37		7.20	
		* DONNER	1.7	39.9								
Automatic Block Double Track (No. 1)	DNR	TRUCKEE	3.1	38.2 38.0	s 1.40	s 6.00	s 10.55	s 9.35	s 12.25	10.00AM	7.00AM	3.15
		* POLARIS	3.9	34.9				f				
		*PROSSER CREEK	1.3	31.0	1.17	5.42	10.27	f 9.10	12.01AM			
	D	BOCA	1.8	29.7	1.14	5.38	s 10.23	s 9.06	11.57PM	9.20		
		HINTON	0.9	27.9	1.11	5.34	10.19	9.00	11.53			
		*BURCKHALTER	1.9	27.0								
		* ICELAND	0.6	25.1				f				
		* WICKES	0.9	24.5								
	DN	FLORISTON	3.0	23.6	1.05	5.28	s 10.08	s 8.50	11.42	8.30		
		MYSTIC	3.0	20.6	1.00	5.23	9.58	f 8.41	11.35			
		CALVADA	3.9	17.6	12.55	5.17	9.51	8.35	11.28			
	D	VERDI	2.2	13.7	12.48	5.10	s 9.42	s 8.28	11.20	7.30		12.48AM
		WARE	1.1	11.5								
		MOGUL	1.4	10.4				f				
		LAWTON	5.7	9.0	12.38	5.00	9.23	f 8.17	11.07			
		RENO	2.6	3.3	s 12.28	s 4.52	s 9.10	s 8.05 7.55	s 10.55	6.30		11.45PM
		SPARKS (Passenger Depot)	0.7	0.7	12.18	4.43	8.58	s 7.43	10.43			
	DNR	SPARKS (DsprsOffice)		0.0	12.15AM	4.40AM	8.55AM	7.40PM	10.40PM	6.00AM		11.30PM
		(79.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday Thursday and Saturday	Leave Daily
		Time over District..........................			(3.45)	(3.07)	(4.10)	(4.28)	(3.50)	(4.00)	(5.35)	(9.00)
		Average speed per hour..........................			24.26	25.83	19.10	18.52	20.76	9.50	7.41	8.85

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic and Lawton on westward track only.
Lawton Spur and crossover 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOP ON SIGNAL:
No. 23 Union Mills, Farad, Fleish and Summit Hotel.

Time Table No. 100

November 10, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS		FIRST CLASS								Distance from San Francisco		STATIONS
	222	228	230	548	546	48	14	32	12	22	30	54	16			
	Portland Fast Freight	Way Freight	Way Freight	Chico Willows MOTOR	Red Bluff MOTOR	El Dorado	Portland Express	Red Bluff Passenger	Shasta Limited	The Statesman.	Red Bluff Passenger	Sound Special	Oregon Express			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	6.40AM			8.30AM		8.20PM	3.30PM	4.05PM	1.15PM	11.30AM	9.30AM	3.25AM	12.25AM	88.8		SACRAMENTO
Term Yard OWFPYT	1.00PM		5.30AM	9.10AM		8.55PM		4.40PM		12.10PM		4.00AM	1.00AM	106.6	DN	ROSEVILLE 6.2
49	1.20		5.50	f 9.23		9.04		f 4.52		f 12.20		4.10	1.15	112.8		WHITNEY 4.2
134 W	1.35		6.30	s 9.30		s 9.11		s 5.00		s 12.29		f 4.17	s 1.22	117.0	D	LINCOLN 1.3
34 Spur														118.3		CLAYTON 0.3
9 Spur														118.6		*AHART 2.4
38	1.53		7.10	f 9.39		9.17		f 5.07		f 12.35		4.23	1.28	121.0		EWING 3.8
32	2.15		7.51	f 9.47		f 9.22		s 5.14		s 12.43		4.29	1.34	124.8		SHERIDAN 3.3
138 W	2.43		8.20	s 9.54		s 9.26		s 5.20		s 12.50		f 4.34	s 1.40	128.1	D	WHEATLAND 6.1
53	3.05		8.45	f 10.06		9.36		f 5.30		f 1.02		4.44	1.50	134.2		OSTROM 6.6
Yard WOP	3.50		9.50	s 10.20 10.30		s 9.50		s 5.45		s 1.20		s 5.05	s 2.10	140.8	DN	MARYSVILLE 1.0
Yard PIY	3.55		9.55	10.32		9.53		5.48		1.23		5.08	2.14	141.8		BINNEY JUNCTION W. P. Ry. Crossing. 2.9
112	4.15		10.20	f 10.38		9.58		f 5.56		f 1.29		5.13	2.24	144.7		BERG 3.0
43	4.30		10.30	f 10.44		10.03		f 6.01		f 1.35		5.18	2.29	147.7		LOMO 2.1
8 Spur				f		f		f		f				149.8		SUNSET 1.7
54 I	4.44		10.55	s 10.55		f 10.08		s 6.08		s 1.45		f 5.24	f 2.35	151.5	D	LIVE OAK N. E. Ry. Crossing 4.4
5 Spur				f										155.9		FAGAN 2.1
120	5.05		11.55AM	s 11.08		s 10.18		s 6.22		s 1.58		s 5.35	s 2.45	158.0	DN	GRIDLEY 3.4
49 W	5.25		12.30PM	s 11.15		s 10.24		s 6.28		s 2.05		s 5.41	s 2.53	161.4	D	BIGGS 6.0
49	5.42		1.15	s 11.27		f 10.36		s 6.43		s 2.17		5.55	3.04	167.4		RICHVALE 4.1
110	5.55		1.35	f 11.37		f 10.44		s 6.51		s 2.25		6.10	3.11	171.5		NELSON 6.6
49	6.10		2.05	s 11.57AM		f 10.56		s 7.05		s 2.38		f 6.25	3.22	178.1	D	DURHAM 3.8
9 Spur				f				f		f				181.9		FAULKNER 2.3 N. E. Ry. Crossing
Yard OYW	6.40	7.00AM	2.30PM	s 12.15PM 12.25		s 11.05PM		s 7.25		s 2.55		s 6.40	s 3.40	184.2	DNR	CHICO 4.9
7 Spur	6.55	7.10		f 12.35				7.32		3.02		6.47	3.47	189.1		POND 2.2
29	7.03	7.25		f 12.40				s 7.37		s 3.07		6.51	3.51	191.3		NORD 2.3
112	7.10	7.40		f 12.45				f 7.41		f 3.12		6.55	3.56	193.6		ANITA 2.4
20	7.20	7.50		f 12.50				f 7.44		f 3.17		7.00	4.01	196.0		CANA 2.6
8 Spur	7.30	8.00		f 12.56				f 7.49		f 3.22		7.05	4.06	198.6		SOTO 4.4
49 W	7.57	8.40		s 1.04				s 7.57		s 3.28		f 7.11	s 4.13	203.0	D	VINA 1.6
15	8.10	8.50		f 1.07				8.00		3.32		7.14	4.16	204.6		COPELAND 2.5
12 Spur				f				f		f				207.1		ENSIGN 0.9
8 Spur				f				f		f				208.0		BOHEMIA 1.7
48	8.30	9.15		s 1.17				s 8.10		s 3.43		f 7.22	s 4.25	209.7	D	LOS MOLINOS 2.0
120 PWY	9.00	9.35		s 1.22PM	8.15AM		8.30PM	s 8.20	4.38PM	s 3.50	3.00PM	s 7.35	s 4.40	211.7	Automatic Block DNR	TEHAMA 3.0
250	9.20	9.47			f 8.24		8.36	f 8.26	4.43	f 3.56	f 3.07	7.41	4.50	214.7		GERBER 0.9
49	9.25	9.50			f 8.27		8.39	f 8.28	4.45	f 3.59	f 3.09	7.43	f 4.52	215.6		PROBERTA 3.3
110	9.40	10.10			f 8.35		8.45	f 8.35	4.50	f 4.05	f 3.15	7.50	5.00	218.9		RAWSON 4.5
Term Yard FWTO	10.00PM	10.25AM			s 8.45AM		s 8.55PM	s 8.45PM	5.00PM	s 4.15PM	s 3.25PM	s 8.00AM	s 5.10AM	223.4	DNR	RED BLUFF
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.8)
Marysville Yard—See trains on page 11.	(9.00) 12.98	(3.25) 11.98	(9.00) 8.60	(4.12) 28.40	(0.30) 23.40	(2.10) 35.17	(0.25) 28.08	(4.05) 28.60	(0.22) 31.91	(4.05) 28.60	(0.25) 28.08	(4.00) 29.20	(4.10) 28.03			........................Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.
*Frog out.

ADDITIONAL STOPS ON SIGNAL.
- No. 16 to receive passengers for Portland and points beyond.
- No. 54 to receive passengers for Dunsmuir and points beyond.
- No. 548 Hills and Morrisons crossing, Nord Ave., Chico, and Second Street, Tehama.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TOWARD SAN FRANCISCO.

	Time Table No. 100 November 10, 1915	Distance from Red Bluff	FIRST CLASS								SECOND CLASS	THIRD CLASS		FOURTH CLASS
			47	15	31	21	29	11	53	13	547	221	229	227
			El Dorado	California Express	Sacramento Passenger	The Statesman	Sacramento Passenger	Shasta Limited	Exposition Special	San Francisco Express	Sacramento MOTOR	Portland Fast Freight	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO		8.05AM	9.05AM	10.00AM	3.00PM	4.15PM	4.15PM	7.00PM	9.00AM	6.25PM	7.00PM		
DN	**ROSEVILLE** 6.2	116.8	s 7.32AM	s 8.23AM		s 2.18PM					s 5.45PM	4.00PM	5.10PM	
	WHITNEY 4.2	110.6	f 7.23	8.12		f 2.10					f 5.35	3.36	4.52	
D	LINCOLN 1.3	106.4	s 7.17	s 8.05		s 2.03					s 5.28	3.22	4.15 3.45	
	CLAYTON 0.3	105.1												
	*AHART 2.4	104.8												
	EWING 3.8	102.4	7.10	7.57		f 1.53					f 5.21	3.10	3.30	
	SHERIDAN 3.3	98.6	f 7.05	7.51		s 1.47					f 5.14	3.00	3.10	
D	WHEATLAND 6.1	95.3	s 7.00	s 7.45		s 1.41					s 4.57	2.43	2.55 2.30	
	OSTROM 6.6	89.2	6.50	f 7.35		f 1.31					f 4.46	2.15	2.00	
DN	**MARYSVILLE** 1.0	82.6	s 6.40	s 7.25		s 1.20					4.35 s 4.25	1.40 12.50	1.30 12.20	
	BINNEY JUNCTION W. P. Ry. Crossing 2.9	81.6	6.35	7.10		1.03					4.21	12.40	12.05PM	
	BERG 3.0	78.7	f 6.31	7.05		f 12.59					f 4.15	12.30	11.45AM	
	LOMO 2.1	75.7	6.26	f 7.00		f 12.54					f 4.09	12.22	11.20	
	SUNSET 1.7	73.6	f			f					f			
D	LIVE OAK N. E. Ry. Crossing 4.4	71.9	f 6.22	s 6.52		s 12.48					s 4.02	12.10PM	10.55	
	FAGAN 2.1	67.5									f			
DN	GRIDLEY 3.4	65.4	s 6.11	s 6.41		s 12.37					s 3.49	11.55AM	10.15	
D	BIGGS 6.0	62.0	s 6.05	s 6.34		s 12.30					s 3.43	11.43	9.50	
	RICHVALE 4.1	56.0	f 5.55	6.22		s 12.18					s 3.30	11.27	9.10	
	NELSON 6.6	51.9	f 5.45	6.10		s 12.10PM					f 3.20	11.05	8.50	
D	DURHAM 3.8	45.3	f 5.33	s 5.55		s 11.57AM					s 3.08	10.50	8.25	
	FAULKNER 2.3	41.5									f			
DN R	N. E. Ry. Crossing **CHICO** 4.9	39.2	5.25AM	s 5.45		¶11.45 11.25					s 2.55 2.50	10.30	8.00AM	1.55PM
	POND 2.2	34.3		5.25		11.13					f 2.40	9.58		1.35
	NORD 2.3	32.1		f 5.21		s 11.08					f 2.37	9.40		1.25
	ANITA 2.4	29.8		f 5.17		f 11.04					f 2.32	9.25		1.10
	CANA 2.6	27.4		f 5.13		f 11.00					f 2.27	9.15		12.50
	SOTO 4.4	24.8		5.08		f 10.55					f 2.21	8.58		12.35
D	VINA 1.6	20.4		s 5.02		s 10.48					s 2.13	8.40		12.25
	COPELAND 2.5	18.8		4.59		10.45					f 2.10	8.25		12.05PM
	ENSIGN 0.9	16.3				f					f			
	BOHEMIA 1.7	15.4				f					f			
	LOS MOLINOS 2.0	13.7		s 4.50		s 10.35					s 2.00	8.10		11.50AM
Automatic Block DN R	**TEHAMA** 3.0	11.7		s 4.40	s 5.40AM	s 10.28	s 11.40AM	12.50PM	s 2.30PM	s 12.01AM	s 1.55	8.00		11.30
	GERBER 0.9	8.7		4.33	f 5.34	f 10.19	11.34	12.44	2.25	11.54PM	f 1.48	7.41		11.15
	PROBERTA 3.3	7.8		f 4.31	f 5.32	f 10.17	11.32	12.42	2.23	f 11.52	f 1.46	7.30		11.10
	RAWSON 4.5	4.5		4.25	f 5.25	10.10	f 11.25	12.37	2.18	11.45	f 1.40	7.15		11.05
DN R	**RED BLUFF**	0.0		4.15AM	5.15AM	10.00AM	11.15AM	12.30PM	2.10PM	11.35PM	1.30PM	7.00AM		10.55AM
	(116.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(2.07)	(4.08)	(0.25)	(4.18)	(0.25)	(0.20)	(0.20)	(0.26)	(4.15)	(9.00)	(9.10)	(3.00)
	Average speed per hour		35.90	28.34	27.00	29.33	27.00	35.10	35.10	27.00	29.20	14.60	11.09	13.08

Marysville Yard see page 11.

*Frog out. Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL.
No. 15 stations west of Red Bluff to discharge passengers from Portland or points beyond.
No. 547 Second Street, Tehema, Nord Ave., Chico, Morrison and Hill's crossings.

Time at Tehama applies at Jct. Switch.

Eastward.

FROM SAN FRANCISCO

Time Table No. 100

November 10, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS					FIRST CLASS				Distance from San Francisco		
	232	226	224	544	542	536	546	550		14	12	30			
	Knights Landing Way Freight	Way Freight	Way Freight	Tehama MOTOR	Oroville MOTOR	Oroville MOTOR	Red Bluff MOTOR	Hamilton MOTOR		Portland Express	Shasta Limited	Red Bluff Passenger			
	Leave Tuesday and Friday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily			STATIONS
WFTYOP	6.05AM	4.45AM		7.10PM	6.10PM	7.55AM			Use Western Division	3.30PM Time Table	1.15PM Sacramento	9.30AM to Davis.	88.8		**SACRAMENTO** 13.2
Terminal Yard WYP	6.45AM	5.40AM		8.00PM	6.45PM	8.30AM				4.20PM	1.55PM	10.15AM	75.6	DNR	**DAVIS** 5.1
49	6.55	5.55		f 8.10	f 6.55	f 8.40				4.30	2.02	f 10.25	80.7		MERRITT 2.5
20	7.00	6.05		f 8.14	f 7.00	f 8.45				4.36	2.06	f 10.29	83.2		MULLEN 1.7
68 TPW	7.05AM	6.10 7.00		s 8.20	s 7.05PM	s 8.50AM				s 4.45	2.08	s 10.37	84.9	DR	**WOODLAND** Sacramento Woodland Ry. Crossing 4.3
30 Spur				f								f	89.2		ELVATON 0.7
30		7.20		s 8.30						s 4.55	2.16	s 10.47	89.9	D	YOLO 2.2
14 Spur				f						f		f	92.1		DUFOUR 1.6
6 Spur				f								f	93.7		* RONDA 2.1
43		7.40		s 8.42						f 5.05	2.24	s 11.00	95.8	D	ZAMORA 2.2
20		7.50		f 8.46						5.10	2.27	f 11.05	98.0		BRETONA 5.2
38 W		8.25		s 8.57						s 5.23	2.34	s 11.15	103.2	D	DUNNIGAN 3.2
43		8.50		f 9.04						5.32	2.38	f 11.21	106.4		HERSHEY 1.9
237 YP		9.00		f 9.08						5.35	2.43	f 11.24	108.3		**HARRINGTON** 5.2
49		9.45		s 9.18 9.25						s 5.45	2.50	s 11.35	113.5	D	ARBUCKLE 4.1
35 W		10.00		f 9.32						5.55	2.58	f 11.43	117.6		GENEVRA 0.9
15		10.05		f 9.35						5.57	3.00	f 11.45	118.5		MACY 5.7
57		10.55		s 9.45						s 6.10	3.09	¶ 11.55AM 12.20PM	124.2	D	WILLIAMS 4.9
49		11.15		f 9.53						6.19	3.15	f 12.30	129.1		COLUSA JUNCTION 3.9
50 W		11.40AM		s 10.00						s 6.28	3.21	s 12.38	133.0	D	MAXWELL 5.3
47		12.10PM		f 10.10						6.36	3.28	s 12.50	138.3		DELAVAN 3.8
40		12.35		f 10.17						6.44	3.33	s 1.03	142.1		NORMAN 2.2
36		12.50 1.18		f 10.21						6.49	3.37	f 1.08	144.3		LOGANDALE 5.6
64 WFY		1.40PM	1.15AM	s 10.35			7.10AM			s 7.05	3.45	s 1.25	149.9	DNR	**WILLOWS** 3.3
14			1.25	f 10.42			f 7.16			7.10	3.50	f 1.40	153.2		LYMAN 3.6
48			1.45	f 10.47			s 7.22			s 7.18	3.57	s 1.48	156.8	D	GERMANTOWN 3.9
62			1.55	f 10.54			f 7.29			7.25	4.02	f 1.54	160.7		GRAPIT 1.3
36			2.02	f 10.57			f 7.32			7.29	4.05	f 1.57	162.0		GREENWOOD 3.4
45 PW			2.30	s 11.02			s 7.38	2.20PM		s 7.40	4.09	s 2.10	165.4	Automatic Block DR	ORLAND 1.6
42 PY			2.35	f 11.05			f 7.41	2.24PM		7.44	4.11	f 2.14	167.0		**WYO** 2.0
16			2.40	f 11.09			f 7.44			7.48	4.14	f 2.18	169.0		MALTON 4.4
30			2.52	f 11.17			f 7.52			f 7.55	4.19	s 2.29	173.4		KIRKWOOD 5.1
51			3.15	s 11.28			s 8.01			s 8.10	4.26	s 2.45	178.5	D	CORNING 3.1
49			3.25	f 11.35			f 8.07			f 8.16	4.31	s 2.52	181.6		RICHFIELD 4.7
120 WY			3.40AM	s 11.45PM			s 8.15AM			s 8.25PM	4.38PM	s 3.00PM	186.3	DNR	**TEHAMA**
	Arrive Tuesday and Friday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(0.20) 27.90	(8.00) 11.20	(2.25) 15.07	(3.45) 30.46	(0.20) 27.90	(0.20) 27.90	(1.05) 32.06	(0.04) 24.00		(4.05) 27.11	(2.43) 40.75	(4.45) 25.33			..................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. { No. 14 will stop at Elvaton to discharge passengers from stations west of Benicia and stations between Davis and Tehama to receive passengers for points east of Dunsmuir.

Time at Tehama applies at Junction Switch.

*Frog Out.

	Time Table No. 100 November 10, 1915	Distance from Tehama	FIRST CLASS					SECOND CLASS					THIRD CLASS	FOURTH CLASS	
			13 San Francisco Express	31 Sacramento Passenger	29 Sacramento Passenger	11 Shasta Limited	53 Exposition Special	541 Sacramento MOTOR	545 Orland MOTOR	549 Willows MOTOR	539 Sacramento MOTOR	543 Davis MOTOR	225 Way Freight	223 Way Freight	233 Knights Landing Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tuesday and Friday only
	SACRAMENTO 13.2	123.9	9.00AM Use Western Division	10.00AM	4.15PM Time Table	4.15PM Davis to Sacramento	7.00PM	9.00AM			7.15PM	8.15PM	3.00PM		4.00PM
DNR	**DAVIS** 5.1	110.7	s 3.45AM	s 9.25AM	s 3.25PM	s 3.40PM	s 6.20PM	s **8.25AM**			s **6.40PM**	s 7.30PM	1.40PM		2.55PM
	MERRITT 2.5	105.6	3.34	f 9.13	f 3.14	3.31	6.09	f 8.15			f 6.28	f 7.18	1.17		2.45
	MULLEN 1.7	103.1	3.29	f 9.08	f 3.08	3.26	6.03	f 8.10			f 6.23	f 7.13	1.07		2.40
DR	**WOODLAND** Sacramento Woodland Ry. Crossing. 4.3	101.4	s 3.25	s 9.05	s 3.05	3.22	s 5.58	8.05AM			6.20PM	s **7.10**	1.00PM		2.35PM
	ELVATON 0.7	97.1		f	f							f			
D	YOLO 2.2	96.4	s 3.10	s 8.50	s 2.50	3.11	f 5.45					s 6.57	11.30AM		
	DUFOUR 1.6	94.2		f	f							f			
	* RONDA 2.1	92.6		f								f			
D	ZAMORA 2.2	90.5	f 2.58	s 8.40	s 2.35	3.03	f 5.36					s 6.47	**11.00**		
	BRETONA 5.2	88.3	2.53	f 8.35	f **2.27**	3.00	5.32					f 6.43	10.35		
D	DUNNIGAN 3.2	83.1	s 2.45	s **8.25**	s 2.13	2.53	f **5.23**					s 6.33	10.20		
	HERSHEY 1.9	79.9	2.35	f 8.19	f 2.07	2.48	5.10					f 6.27	10.10		
	HARRINGTON 5.2	78.0	2.31	f 8.16	f 2.04	**2.43**	5.07					f 6.23	10.00		
D	ARBUCKLE 4.1	72.8	s 2.23	s 8.08	s 1.56	2.35	s 4.58					s 6.13 6.08	**9.45**		
	GENEVRA 0.9	68.7	2.14	s 7.58	f 1.48	2.29	4.47					f 6.00	9.25		
	MACY 5.7	67.8	2.11	7.56	1.46	2.27	4.42					f **5.57**	9.15		
D	WILLIAMS 4.9	62.1	s 2.00	s 7.47	s 1.37	2.20	s 4.30					s 5.40	8.55		
	COLUSA JUNCTION 3.9	57.2	f 1.52	f 7.36	f 1.27	2.14	4.20					f 5.32	8.25		
D	MAXWELL 5.3	53.3	s 1.43	s 7.29	s 1.20	2.09	f 4.13					s 5.25	8.15		
	DELAVAN 3.8	48.0	1.35	f 7.19	f 1.10	2.03	4.05					f 5.16	7.55		
	NORMAN 2.2	44.2	1.29	f 7.14	s **1.03**	1.58	3.59					f 5.09	7.43		
	LOGANDALE 5.6	42.0	1.25	f 7.11	f **12.57**	1.55	3.55					f 5.05	7.35		
DNR	**WILLOWS** 3.3	36.4	s **1.15**	s **7.02**	s 12.47	**1.47**	s **3.45**			s 4.15PM		s 4.55	7.20AM	7.45AM	
	LYMAN 3.6	33.1	1.03	f 6.54	f 12.37	**1.40**	3.30			f 4.05		f 4.47		7.35	
D	GERMANTOWN 3.9	29.5	s 12.57	s 6.48	s 12.32	1.34	f 3.24			s **3.57**		s 4.41		**7.22**	
	GRAPIT 1.3	25.6	12.51	f **6.40**	f 12.26	1.29	3.17			f 3.43		f 4.34		**6.40**	
	GREENWOOD 3.4	24.3	12.48	f 6.38	f 12.23	1.26	3.15			f 3.40		f 4.32		6.15	
Automatic Block DR	ORLAND 1.6	20.9	s 12.42	s 6.32	s 12.18	1.21	s 3.09		s **2.05PM**	s 3.32		s 4.25		6.00	
	WYO 2.0	19.3	12.35	f 6.26	f 12.12	1.18	3.03		f 2.02	3.25PM		f 4.20		5.30	
	MALTON 4.4	17.3	12.32	f 6.23	f 12.09	1.15	3.00		f 1.58			f **4.14**		5.25	
	KIRKWOOD 5.1	12.9	12.25	f 6.16	f 12.03PM	1.09	2.53		f 1.50			f 3.57		5.13	
D	CORNING 3.1	7.8	s 12.16	s 6.07	s 11.55AM	1.02	s **2.45**		s 1.41			s 3.47		5.00	
	RICHFIELD 4.7	4.7	12.10	f 5.59	f 11.49	12.57	2.39		f 1.34			f 3.39		4.40	
DNR	**TEHAMA**	0.0	12.01AM	5.50AM	11.40AM	12.50PM	2.30PM		1.25PM			3.30PM		4.25AM	
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tuesday and Friday only
	Time over District....................		(3.44)	(3.35)	(3.45)	(2.50)	(3.50)	(0.20)	(0.40)	(0.50)	(0.20)	(4.00)	(6.20)	(3.20)	(0.20)
	Average speed per hour................		30.92	31.88	29.52	39.08	28.88	27.90	31.35	25.52	27.90	28.28	11.87	10.92	27.90

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Nos. 13 and 53 will stop at stations between Tehama and Davis to discharge passengers from Dunsmuir and points beyond.

Time at Tehama applies at Junction Switch.

*Frog Out.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 100 November 10, 1915		Distance from Placerville	FIRST CLASS	SECOND CLASS		THIRD CLASS
	264 Way Freight	530 Fair Oaks and Folsom **MOTOR**	520 Fair Oaks and Placerville **MOTOR**	62 Placerville Passenger			**STATIONS**			61 Fair Oaks and Sacramento Passenger	521 Fair Oaks and Sacramento **MOTOR**	531 Fair Oaks and Sacramento **MOTOR**	265 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
WFTYOP	6.00AM	5.20PM	8.10AM	2.20PM	88.8	DNR	**SACRAMENTO**	0.5	59.9	s 10.45AM	s 8.00AM	s 4.45PM	2.10PM
					89.3		Sacramento-Woodland Ry. Crossing	0.3	59.4				
			8.15		89.6		JCT. SWITCH, R STREET	0.1	59.1				
					89.7		Northern Electric Crossing Western Pacific Crossing	0.5	59.0				
					90.2		Central California Traction Crossing	0.6	58.5				
I	Via Elvas	Via Elvas		Via Elvas	90.8		Western Pacific Crossing	1.2	57.9	Via Elvas	Via Elvas	Via Elvas	Via Elvas
I					92.0		Northern Electric Crossing	0.3	56.7				
Yard			f 8.22		92.3		HOMESTEAD	2.4	56.4				
Yard W	6.20	s 5.40	s 8.30	s 2.38	94.7	DNR	**BRIGHTON** S. P. Crossing.	0.8	54.0	s 10.27	s 7.45	s 4.28	1.25
7 Spur		f	f	f	95.5		RAMONA	0.4	53.2	f	f	f	
29	6.23	f 5.42	f 8.33	s 2.42	95.9		PERKINS	1.6	52.8	s 10.23	f 7.41	f 4.24	1.15
9	6.28	f 5.45	f 8.37	f 2.45	97.5		MANLOVE	1.4	51.2	f 10.19	f 7.38	f 4.21	1.05
81	6.32	f 5.48	f 8.41	s 2.48	98.9		MAYHEW	1.8	49.8	s 10.16	f 7.35	f 4.18	12.50
8	6.37	f 5.52	f 8.45	f 2.52	100.7		ROUTIER	0.9	48.0	f 10.12	f 7.32	f 4.15	12.40
22	6.40	f 5.54	f 8.47	f 2.54	101.6		MILLS	1.8	47.1	f 10.10	f 7.30	f 4.13	12.35
35	**7.27**	f 5.58	f 8.51	f 2.57	103.4		CORDOVA	1.0	45.3	f 10.06	f **7.27**	f 4.10	12.20
35	7.35 8.45	s 6.00 6.15	s 8.55 9.10	s 3.00 3.15	104.4	R	**CITRUS**	3.0	44.3	s 10.03 9.48	7.25 s 7.13	4.07 s 3.54	12.10PM 11.05AM
18	8.58	f 6.20	f 9.15	f 3.22	107.4		NIMBUS	0.9	41.3	f 9.43	f 7.07	f 3.46	10.50
31	9.02	f 6.22	f 9.17	f 3.24	108.3		ALDER CREEK	1.8	40.4	f 9.41	f 7.05	f 3.44	10.45
25	9.10 9.40	f 6.26	f 9.20	f 3.28	110.1		NATOMA	1.0	38.6	f 9.38	f 7.02	f 3.40	10.37
25 WY	**10.30**	s 6.30PM	s **9.35**	s **3.35**	111.1	DR	**FOLSOM**	6.9	37.6	s **9.35**	7.00AM	s **3.35**	**10.30**
9	11.00		f **9.55**	f 3.58	118.0		WHITE ROCK	5.1	30.7	f 9.16		f 3.12	**9.55**
9 Spur	11.25		f 10.07	f 4.12	123.1		COTHRIN	3.0	25.6	f 9.01		f 3.00	9.20
15	11.40		s 10.16	s 4.22	126.1	D	LATROBE	1.5	22.6	s **8.52**		s 2.54	**8.52**
4 Spur			f	f	127.6		FLONELLIS	0.5	21.1	f		f	
9 Spur	11.50		f 10.21	f 4.28	128.1		BRELA	1.7	20.6	f 8.47		f 2.49	8.10
6 Spur	11.59AM		f 10.26	f 4.32	129.8		BRANDON	1.6	18.9	f 8.43		f 2.45	8.05
6	12.05PM		f 10.30	f 4.36	131.4		DUGAN	0.3	17.3	f 8.38		f 2.40	7.58
4 Spur			f	f	131.7		BULLARD	2.3	17.0	f		f	
2 Spur	12.15		f 10.36	f 4.45	134.0		BENNETT	2.9	14.7	f 8.31		f 2.35	7.48
27	12.35		s 10.44	s 4.53	136.9		SHINGLE SPRINGS	3.5	11.8	s 8.23		s 2.28	7.38
6 Spur	12.50		f 10.52	f 5.03	140.4		CUMMINGS	2.3	8.3	f 8.14		f 2.20	7.25
30	1.00		s 10.59	s 5.10	142.7		EL DORADO	2.3	6.0	s 8.08		s 2.14	7.15
23	1.15		s 11.05	s 5.15	145.0	D	**DIAMOND SPRINGS**	3.7	3.7	s 8.01		s 2.09	7.05
Yard WT	1.30PM		s 11.15AM	s 5.25PM	148.7	DR	**PLACERVILLE**		0.0	7.50AM		2.00PM	6.45AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(59.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.30)	(1.10)	(3.05)	(3.05)			Time over District			(2.50)	(1.00)	(2.45)	(7.25)
	10.32	25.42	20.92	20.92			Average speed per hour			22.86	26.48	23.18	9.48

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 12.
For Walnut Grove Branch Trains, Sacramento and Junction Switch R Street, see page 12.

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL.

All trains Soudan, Malby, Stone House, Webber Creek Bridge, Bradshaw, Salsbury, Road crossing one-half mile East of Citrus, Alden, Plummer, Carpenter and Limestone.
No. 520 Tenth, Twenty-first and Twenty-eighth Streets, Sacramento and East Lawn.
Nos. 521 and 530 18th and B Street, Sacramento.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		SECOND CLASS			Distance from San Francisco		Time Table No. 100 November 10, 1915	Distance from Oroville	SECOND CLASS			FOURTH CLASS	
		232	234	542	538	536					541	537	539	235	233
		Knights Landing Way Freight	Oroville Way Freight	Oroville MOTOR	Oroville MOTOR	Oroville MOTOR					Davis and Sacramento MOTOR	Marysville MOTOR	Davis and Sacramento MOTOR	Oroville Way Freight	Knights Landing Way Freight
		Leave Tuesday and Friday only	Lv. Monday, Wednesday, Saturday only	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday, Wednesday, Saturday only	Arrive Tuesday and Friday only
68	TPW	8.05AM		7.15PM		8.50AM	84.9	DR	**WOODLAND** 2.3	63.0	s 8.05AM		s 6.20PM		2.15PM
16				7.23		8.57	87.2		GARIC 0.5	60.7	7.57		6.13		
23				f 7.25		f 8.59	87.7		PEART 1.7	60.2	f 7.55		f 6.10		
29	Spur			f		f	89.4		LAUGENOUR 0.7	58.5	f		f		
19				f		f	90.1		CURTIS 2.3	57.8	f		f		
4	Spur			f		f	92.4		CORANCO 1.6	55.5	f		f		
25	Spur	9.10		s 7.40		s 9.10	94.0	D	KNIGHTS LANDING 3.4	53.9	s 7.45		s 6.00		1.45
2	Spur			f		f	97.4		BYPASS 7.8	50.5	f		f		
65				f 8.05		f 9.35	105.2		CHANDLER 2.3	42.7	f 7.21		f 5.34		
29				f 8.10		f 9.40	107.5		MARCUSE 2.0	40.4	f 7.16		f 5.29		
4	Spur			f		f	109.5		WILSON 1.9	38.4	f		f		
19	W			s 8.20		s 9.50	111.4		TUDOR 1.0	36.5	s 7.09		s 5.21		
8				f 8.23		f 9.53	112.4		ABBOTT 3.4	35.5	f 7.07		f 5.18		
31				s 8.33		f 10.03	115.8		OSWALD 1.9	32.1	s 7.00		f 5.11		
32				f 8.38		f 10.08	117.7		BOGUE 2.7	30.2	f 6.56		f 5.06		
19	I	11.30		s 8.50		s 10.15	120.4	D	YUBA CITY N. E. Ry. Crossing 1.4	27.5	s 6.50		s 5.00		12.30
Yard				s 8.57		s 10.20	121.8		N. E. Ry. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.45		s 4.55		
Yard	WOP	11.45AM	7.00AM	s 9.05 9.50	1.25PM	s 10.25 10.35	122.4	DNR	**MARYSVILLE** 1.0	25.5	6.40 s 6.35	s 1.00PM	4.50 s 4.35	9.30AM	12.15PM
Yard	IFY			9.55	1.30	10.40	123.4		**BINNEY JUNCTION** 3.1	24.5	6.32	12.55	4.30		
3	Spur			f	f	f	126.5		MELLO 4.2	21.4	f	f	f		
19				f 10.06	f 1.41	f 10.54	130.6		RAMIREZ 1.1	17.2	f 6.19	f 12.44	f 4.16		
8	Spur			f	f	f	131.7		MISSION 3.3		f	f	f		
15				s 10.15	s 1.55	s 11.03	135.0		HONCUT 6.6	12.9	s 6.13	s 12.36	s 4.07		
14				10.25	f 2.08	f 11.15	141.6		HEARST 0.9	6.3	6.02	f 12.24	f 3.53		
35				s 10.27	s 2.12	s 11.18	142.5		PALERMO 2.5	5.4	s 5.59	s 12.22	s 3.52		
27				10.32	f 2.18	f 11.23	145.0		VILLA VERONA 2.9	2.9	5.55	f 12.17	f 3.47		
Yard	WT		8.00AM	s 10.40PM	s 2.25PM	s 11.30AM	147.9	DR	**OROVILLE**	0.0	5.50AM	12.10PM	3.40PM	8.30AM	
		Arrive Tuesday and Friday only	Ar. Monday, Wednesday, Saturday only	Arrive Daily	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Leave Daily	Lv. Monday, Wednesday, Saturday only	Leave Tuesday and Friday only
		(3.40)	(1.00)	(3.25)	(1.00)	(2.40)			Time over District		(2.15)	(0.50)	(2.40)	(1.00)	(2.00)
		10.25	25.50	27.11	25.50	25.20			Average speed per hour		29.07	26.60	26.12	25.50	19.00

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles.

Marysville Yard—See trains on pages 6 and 7.

Time at Knights Landing applies at siding, as per Rule 5.

ADDITIONAL STOPS ON SIGNAL { Nos. 541, 542, 536 and 539,
Vernon, Lee, Barley Sack, Saccarus, Feather, Cox's Lane and Baggett's Crossing.
Nos. 537 and 538,
Feather, Cox's Lane and Baggett's Crossing.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		FIRST CLASS							Time Table No. 100 November 10, 1915		SECOND CLASS						FOURTH CLASS	
		272 Way Freight	270 Way Freight	514 Fair Oaks MOTOR	512 Fair Oaks MOTOR	64 Fair Oaks Passenger	66 Fair Oaks Passenger	504 Fair Oaks MOTOR	502 Fair Oaks MOTOR	Distance from San Francisco		Distance from Fair Oaks	501 Fair Oaks MOTOR	503 Fair Oaks MOTOR	67 Fair Oaks Passenger	65 Fair Oaks Passenger	511 Fair Oaks MOTOR	513 Fair Oaks MOTOR	271 Way Freight	273 Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
35		11.05AM	7.40AM	6.00PM	3.54PM	3.00PM	9.48AM	8.55AM	7.13AM	104.4 R	**CITRUS**	1.9	s 7.25AM	s 9.10AM	s 10.03AM	s 3.13PM	s 4.07PM	s 6.15PM	8.30AM	12.05PM
10	Spur			f	f	f	f	f	f	105.4	1.0 HOLLY	0.9	f	f	f	f	f	f		
15	T	11.10AM	7.45AM	s 6.05PM	s 3.59PM	s 3.05PM	s 9.53AM	s 9.00AM	s 7.18AM	106.3 DR	0.9 **FAIR OAKS**	0.0	7.20AM	9.05AM	9.58AM	3.08PM	4.02PM	6.10PM	8.20AM	11.55AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(1.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.05) 22.80	(0.05) 22.80		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80		Time over District Average speed per hour		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40	(0.10) 11.40

Eastward. From San Francisco. Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	SECOND CLASS		Time Table No. 100 November 10, 1915		SECOND CLASS	FOURTH CLASS
		266 Way Freight	552 Fruto MOTOR	Distance from San Francisco		Distance from Fruto	551 Willows MOTOR	267 Way Freight
		Leave Monday and Thursday only	Leave Daily		STATIONS		Arrive Daily	Arrive Monday and Thursday only
64	WFY	4.30AM	4.40PM	149.9	DNR **WILLOWS**	17.0	s 6.50AM	7.25AM
7	Spur		f 4.48	152.3	2.4 LOSA	14.6	f 6.42	
20			f 4.59	155.8	3.5 KURAND	11.1	f 6.30	
10			f 5.11	159.6	3.8 MILLSHOLM	7.3	f 6.17	
9			f 5.23	163.6	4.0 ATHENA	3.3	f 6.02	
19	T	5.45AM	s 5.35PM	166.9	3.3 R **FRUTO**	0.0	5.50AM	6.10AM
		Arrive Monday and Thursday only	Arrive Daily		(17.0)		Leave Daily	Leave Monday and Thursday only
		(1.15) 13.60	(0.55) 18.55		Time over District Average speed per hour		(1.00) 17.00	(1.15) 13.60

Eastward. From San Francisco. Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS		Time Table No. 100 November 10, 1915		SECOND CLASS	FOURTH CLASS
		268 Way Freight	550 Hamilton MOTOR	Distance from San Francisco		Distance from Hamilton	549 Willows MOTOR	269 Way Freight
		Leave Tuesday and Friday only	Leave Daily		STATIONS		Arrive Daily	Arrive Tuesday and Friday only
42	PY	5.35AM	2.25PM	167.0	**WYO**	10.4	s 3.25PM	7.15AM
30	W	6.15AM	s 2.55PM	177.4	10.4 DR **HAMILTON**	0.0	3.00PM	6.35AM
		Arrive Tuesday and Friday only	Arrive Daily		(10.4)		Leave Daily	Leave Tuesday and Friday only
		(0.40) 15.60	(0.30) 20.80		Time over District Average speed per hour		(0.25) 24.96	(0.40) 15.60

Eastward. FROM SAN FRANCISCO—WALNUT GROVE BRANCH—TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS			Time Table No. 100 November 10, 1915		SECOND CLASS		FOURTH CLASS
		238 Way Freight	534 Walnut Grove MOTOR	532 Walnut Grove MOTOR	Distance from San Francisco		Distance from Walnut Grove	533 Sacramento MOTOR	535 Sacramento MOTOR	239 Way Freight
		Leave Tues. and Friday Only	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. and Friday Only
Terminal Yard W.F.T.Y.O.P.		4.30PM	4.15PM	7.30AM	88.8	DNR **SACRAMENTO**	24.6	s 10.00AM	s 7.00PM	9.30PM
Yard					89.3	0.5 Sacramento, Woodland Railway Crossing	24.1			
Yard		4.40	4.20	7.35	89.6	0.3 JCT. SWITCH R STREET	23.8	9.53	6.53	9.10
Yard		4.45	f 4.25	f 7.40	91.8	2.2 BATHS	21.6	f 9.48	f 6.48	9.05
60		4.50	f 4.30	f 7 45	94.2	2.4 DEL RIO	19.2	f 9.43	f 6.43	9.00
60		5.00	s 4.37	s 7.52	97.5	3.3 FREEPORT	15.9	s 9.33	s 6.33	8.50
66		6.13	s 4.55	s 8.10	105.3	7.8 HOOD	9.5	s 9.13	s 6.13	8.30
55		6.30	f 5.10	f 8.25	107.9	4.0 GLANN	5.5	f 9.01	f 6.01	7.50
No Siding		6.40	f 5.15	f 8.30	111.2	3.3 MOFUBA	2.2	f 8.55	f 5.55	7.40
61	WY	6.50PM	s 5.20PM	s 8.35AM	113.4	2.2 DR **WALNUT GROVE**	0.0	8.45AM	5.45PM	7.30PM
		Arrive Tues. and Friday Only	Arrive Daily	Arrive Daily		(24.6)		Leave Daily	Leave Daily	Leave Tues and Friday Only
		(1.20) 17.45	(1.05) 22.70	(1.05) 22.70		Time over District Average speed per hour		(1.15) 18.35	(1.15) 18.35	(2.00) 12.30

For Placerville Branch trains via R Street, see page 10.

Time at Walnut Grove applies at Station.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue passenger trains.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Pocket, Rosebud, Acacia, Cronin and Mosher.
Nos. 550 and 549, Cory and Moda.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 100 November 10, 1915		Distance from Brighton	23	19	1	210	521	47	33	15	256	254	288	61	9	122	82	265	286	21	32	531	5	209	124	547	221	192
				Tonopah Express	Pacific Limited	Overland Limited	The Newsboy	Fair Oaks and Sac'to **MOTOR**	El Dorado	Sacramento Passenger	California Express	Sunset Manifest	Ogden Manifest	Stockton Freight	Sacramento Passenger	Fast Mail	Sacram'nto Passenger	Sacram'nto Passenger	Way Freight	Way Freight	The Statesman	Sac'to Express	Sac'to **MOTOR**	San Francisco Limited	Mountain Express	Sacramento Passenger	Sac'to **MOTOR**	Portland Fast Freight	Sac'to Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	6.0	4.10AM	5.50AM	6.40AM	7.15AM	8.00AM	8.05AM	9.00AM	9.05AM				10.45AM	11.00AM	11.20AM	12.45PM			3.00PM	3.10PM	4.45PM	4.50PM	6.15PM	6.20PM	6.25PM		9.40PM
	1.0																												
	12TH STREET		5.0																2.10PM	2.45PM								7.00PM	
	2.0																												
	ELVAS		3.0	4.00AM	5.40AM	6.30AM	7.05	7.50	7.55AM	8.50AM	8.55AM	9.00AM	9.30AM	10.05AM	10.32	10.50AM	11.10	12.35	1.30	2.35	2.50PM	3.00	4.35	4.40PM	6.05PM	6.10	6.15PM	6.45PM	9.30
	3.0																												
	DNR **BRIGHTON**		0.0				6.59AM	7.45AM				8.40AM	9.15AM	9.45AM	10.27AM		11.02AM	12.28PM	1.25PM	2.25PM		2.53PM	4.28PM			6.02PM			9.23PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 100 November 10, 1915		Distance from San Francisco	16	257	54	264	222	191	285	210	548	31	22	24	20	37	62	253	32	34	121	10	530	2	223	48	6
				Oregon Express	Sunset Manifest	Sound Special	Way Freight	Portland Fast Freight	Stockton Passenger	Way Freight	The Newsboy	Chico and Willows **MOTOR**	Stockton Express	The Statesman	Tonopah Express	Pacific Limited	Stockton Passenger	Placerville Passenger	Ogden Manifest	Red Bluff Passenger	Colfax Passenger	Stockton Passenger	San Francisco Limited	Fair Oaks and Folsom **MOTOR**	Overland Limited	Tracy Freight	El Dorado	Atlantic Express
	STATIONS			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	88.8	12.25AM		3.25AM			7.00AM		7.25AM	8.30AM	10.15AM	11.30AM	12.50PM	1.45PM	2.10PM	2.20PM		4.05PM	4.15PM	5.05PM	5.10PM	5.20PM	7.15PM		8.20PM	10.55PM
	1.0																											
	12TH STREET		89.8				6.00AM	6.40AM		7.10AM																7.40PM		
	2.0																											
	ELVAS		91.8	12.35AM	1.00AM	3.35AM	6.10	6.55AM	7.10	7.20	7.35AM	8.40AM	10.25	11.40AM	1.00PM	1.55PM	2.20	2.30	3.25PM	4.15PM	4.25PM	5.15	5.20PM	5.30	7.25PM	7.50	8.30PM	11.05PM
	3.0																											
	DNR **BRIGHTON**		94.8		1.25AM		6.20AM		7.18AM	7.35AM			10.33AM				2.25PM	2.38PM	3.35PM			5.22PM		5.40PM		7.55PM		
	(6.0)			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 10 and 12.

SPECIAL RULES.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Dispatcher's Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.
Colfax.
Blue Canon.
Truckee.
Sparks.
Red Bluff.
Tehama.
Hamilton.
Willows.
Placerville.
Oroville.
Marysville.
Chico.

BULLETIN BOARDS.

Sacramento, Yard Office, Twelfth Street.
Roseville, Yard Office.
Colfax.
Blue Canon.
Truckee.
Sparks.
Red Bluff.
Chico.
Marysville.
Willows
Hamilton.
Tehama.
And all Roundhouses.

CLEARANCES.

1. Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

2. All trains will obtain Clearance Card (Form 2643) at Tehama, Chico, Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

3. Freight trains and light engines, originating Sacramento, Twelfth Street, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their orders at Dispatcher's Office, Sacramento.

REGISTERING.

1. A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

2. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

3. Trains originating and terminating 12th Street Depot at Sacramento, also eastward freight trains from Western Division, will register at 12th Street, Sacramento.

Freight trains register Roseville yard office.

First and second class trains register by ticket at Roseville yard office.

TRAIN AND AIR INSPECTION.

1. PASSENGER TRAINS.—Rear end brake and air signal test must be made by trainmen at SUMMIT, BLUE CANON and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

2. FREIGHT TRAINS.—Rear end brake test must be made by trainmen at SUMMIT, BLUE CANON and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

3. ALL TRAINS.—Test to be made as follows: Engineers make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volume only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

Trainmen will then make a service reduction of brake pipe pressure, from the last car, of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

When the air brake test is made, the release of the brakes will answer.

When the signal test is made, two short blasts of steam whistle will be the answer.

Signal test must be made just after the air brake test.

4. Available retainers on all cars in freight and passenger trains must be used on decending grades.

ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

5. Westward freight trains will turn down retainers Tunnel 33 to New England Mills, Loomis to Roseville.

Eastward freight trains Truckee to Sparks.

6. No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars.

7. Freight trains descending the grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston.
Stanford.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Towle.
Colfax
Flint.
Latrobe.

8. All freight trains descending grade between Summit and Truckee, will stop at Lake View and pull out slowly to permit inspection of wheels and running gear.

9. Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertainging that retainers are in proper position.

10. Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

11. Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving a train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

1. On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

On single track trains stopped by automatic block signals will be governed by Rule 504. Wait five (5) minutes before proceeding in manner instructed by Rule 504.

2. On DOUBLE TRACK trains must come to a stop, and then may proceed under control, not exceeding six (6) miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

3. When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over. This regulation does not apply within limits yards.

4. On track No. 1 between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

5. When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

6. Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

7. When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

8. Three-arm automatic block signal on eastward track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of eastward track No. 2. The lower home signal will clear only when track No. 4 is clear and switch lined up for movement to Loomis on track No. 4.

9. Home disc signals on semaphore poles east and west end Gold Run, controlled by operator, will govern movement of eastward and westward trains as follows: When showing red disc or red light, "Take siding." When showing white disc or green light, "Hold main track."

10. Double arm semaphore signal 1664, located 100 feet west of junction switch Blue Canon. Upon receipt of hand signal from switchtender, with top arm in proceed position, train will have the right on main track to staff crane. Upon receipt of hand signal from switchtender, with lower arm at proceed, trains will take siding. Siding will be used as an eastward siding. Westward trains protecting against eastward trains on this track.

STAFF RULES.

1. Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations.

2. If the home signal shows red disc and red light indicating "stop," and the distant signal shows yellow disc and yellow light indicating "caution," train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.

If distant signal indicates caution, and the home signal shows white disc and green light indicating proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.

If both signals show white disc or green lights indicating "proceed," train will proceed on main track expecting to receive staff which is authority to move into next block.

3. When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.

4. At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

5. At staff stations between Blue Canon and Champion, inclusive, the initial switch at each end of siding is connected with the staff disc signals, approaching it, so as to give stop indication when switch is not properly lined up.

6. The Train Staff system is in operation between Truckee and Blue Canon. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

7. Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to east end of west siding at Summit, regardless of all trains except the one they are helping.

8. The regular train staff will govern train movement.

9. The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.

10. Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of clearance card and all orders designated thereon.

11. Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of staff indications.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043	53	43500 "
MC-57 26-40/30 395-S	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

SPEED RESTRICTIONS.

1. Maximum speed of any train at any point must not exceed 50 miles per hour.

2. All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants.

Between Loomis and Lawton.

3. Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere

Other trains with Mallet Mogul engines, 4200 class, and Mikado engines, must not exceed 28 miles per hour on curves, between Loomis and Truckee and 30 miles per hour on curves between Truckee and Lawton.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Parts of the Division.

4. Trains must not exceed 30 miles per hour on ten degree curves.

5. Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

6. Engines 2900 to 2913, inclusive, 12 miles per hour Folsom and Shingle Springs.

7. Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.

8. All trains reduce speed to 15 miles per hour over bridges, First and Fourth Crossing, Truckee River on eastward track, and over Long Ravine bridge east of Colfax on westward track and 20 miles per hour on eastward track.

9. Trains and yard engines not exceed 6 miles per hour over crossing just east of Sacramento River Bridge.

10. Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

11. Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

12. Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

13. Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

14. Trains must not exceed 30 miles an hour from Mile Post 166 to Nelson.

15. On portions of the division not covered by special rules, freight trains must not exceed a speed of 35 miles per hour.

16.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	15	Miles per Hour
Folsom-Placerville	25	15	
Woodland and Marysville	30	20	
Marysville and Oroville	35	25	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	30	20	
Orland (between outside switches)	20	12	
Corning (between outside switches)	15	12	

17. Speed of trains regulated by ordinance through city limits:

Wheatland, Gridley, Lincoln, Rocklin, Sacramento, Willows, 15 miles per hour.

YARD LIMITS.

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line.

WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

CHICO.—Extend from a point 1,000 feet west of the west switch at Barber to a point 3,000 feet east of the east switch at Chico.

MARYSVILLE.—Extend to 1,000 feet west Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1,000 feet east of Binney Junction on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

ROSEVILLE.—Extend to a point 3,000 feet west of west switch to a point 1,000 feet north of Andora switch on Red Bluff Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

RENO.—Extend from a point one and one-half miles west of Reno to Sparks Yard

RED BLUFF.—(Shasta Div.) Extends 1,000 feet west of west Switch at Rawson.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson, Division Surgeon	Sacramento	Sacramento Division.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton, District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. R. E. Allen, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Henry T. Rooney, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. L. B. Barnes, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. Wm. F. Jordan, District Surgeon	Floriston	Between Boca and Calvada.
Dr. W. S. Wilcox, District Surgeon	Verdi	Between Floriston and Reno.
Dr. W. H. Hood, District Surgeon	Reno	Between Floriston and Sparks.
Dr. S. K. Morrison, Asst. District Surgeon	Reno	
Dr. H. A. Brown, Oculist	Reno	
Dr. O. C. Hyde, District Surgeon	Lincoln	Between Whitney and Sheridan.
Dr. A. D. Ellsworth, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. David Powell, District Surgeon	Marysville	Between Ostrom, Live Oak, Honcut and Chandler.
Dr. I. V. Higgins, Emergency Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. M. M. Cook, Emergency Surgeon	Durham	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. J. H. Belyea, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield.
Dr. Walker Gavey, District Surgeon	Red Bluff	Between Proberta and Red Bluff.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. E. K. Ward, Emergency Surgeon	Arbuckle	
Dr. A. W. Kimball, Emergency Surgeon	Williams	
Dr. C. O. Poage, Emergency Surgeon	Colusa	
Dr. G. W. Desrosier, Emergency Surgeon	Maxwell	
Dr. C. W. Lund, District Surgeon	Willows	Between Colusa Junction, Germantown and Fruto.
Dr. S. Iglick, District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. M. P. Stansburg, Emergency Surgeon	Hamilton	
Dr. W. F. Maggard, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon	Honcut	
Dr. T. B. Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. T. E. Farmer, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

SPECIAL RULES—Continued.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap	Tunnel 0	133.3	Clipper Gap	Tunnel 26
165.5	Forebay	Tunnel 1	133.8	Clipper Gap	Tunnel 27
172.5	Emigrant Gap	Tunnel 2	134.8	Applegate	Tunnel 28
180.7	Cisco	Tunnel 3	136.	Applegate	Tunnel 29
181.	Cisco	Tunnel 4	138.7	New England Mills	Tunnel 30
193.7	Summit	Tunnel 6	139.2	New England Mills	Tunnel 31
194.1	Summit	Tunnel 7	139.5	New England Mills	Tunnel 32
194.3	Summit	Tunnel 8	145.3	Wirt	Tunnel 33
194.9	Summit	Tunnel 9	145.7	Wirt	Tunnel 34
195.1	Summit	Tunnel 10			
195.4	Summit	Tunnel 11			
195.7	Summit	Tunnel 12	139.2	Shingle Springs	Shingle Springs Tunnel, Placerville Branch.
200.1	Eder	Tunnel 13			
114.2	Rocklin	Tunnel 15			
114.7	Rocklin	Tunnel 16			
117.3	Lincoln Ave., Penryn	Tunnel 17			
120.5	Lincoln Ave., Penryn	Tunnel 18			
122.7	Newcastle	Tunnel 19		SNOW SHEDS	
123.2	Newcastle	Tunnel 20			
124.7	Auburn	Tunnel 21	166.8	Blue Canon	Snow Sheds.
131.2	Auburn	Tunnel 22	to		
132.7	Clipper Gap	Tunnel 23	206.2	Champion	
132.9	Clipper Gap	Tunnel 24			
131.1	Clipper Gap	Tunnel 25			

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	78,000	88,000	....
Baggage (Dynamo)	....	106,000	....
Baggage and Mail	76,000	121,900–69ft. 90,600–60ft.	93,000
Baggage and Passenger	54,000	....	....
Buffet	114,000	....	121,000
Buffet (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	87,000	98,000	....
Coaches	80,000	92,000	....
Dining	126,000	146,000	131,000
Horse Express	81,000	....	....
Observation	122,000	....	....
Postal	....	110,000–60ft. 77,000–40ft.	....
Pullman Observation	124,500	150,000	127,000
Pullman Parlor	116,000	....	....
Pullman Std. Sleepers	125,000	150,000	140,000
Pullman Tourist Sleepers	94,000	....	110,000
Tea and Silk	48,000	....	....

INTERLOCKING PLANTS.

In setting out or picking up cars or doing any necessary switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

BRIGHTON.—Railroad crossing Brighton is protected with hand derails, electrically locked with Stockton to Elvas main track. Derails on Branch Line located 100 feet each side of main track crossing will be handled by operators. These derails are protected by automatic signals.

Switch located 150 feet east of railroad crossing at Brighton on Placerville Branch will be lined for movement via Elvas.

The lower arm on the two-arm automatic and interlocking signal governs the movement for R Street, and will clear when derails are thrown for R Street movement.

The upper arm governs the movement via Elvas.

The Placerville Branch crossing is protected on main track by signals 1328 and 1333, the upper arms being interlocking signals. Interlocking rules apply.

Trains using R Street Folsom line, wishing to use this crossing, will sound one long and one short blast of whistle.

ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

All signals, switches and derails operated from tower. Whistle signal governing different routes as follows:

To Roseville, one long and one short, —— o.

To Sacramento, two long and one short, —— —— o.

To Brighton, two long and three short, —— —— o o o.

To siding, three short and two long, o o o —— ——.

To third track, one long, one short, one long, —— o ——.

To spur, one short, one long, o ——.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located on hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will sound one long, one short and one long (—— o ——) blasts of the whistle

HOMESTEAD.—At crossing of "R" Street line with Northern Electric Railroad. Derails and approaches to the crossing and switches leading to stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use either industry track will sound one long, one short and one long (—— o ——) blasts of whistle.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing.

BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing W. P. Ry. Whistle signals governing routes:

Main Line to or from Red Bluff—one long, one short: —— o.

Main Line to or from Oroville Branch—two long, one short: —— —— o.

Siding to or from Red Bluff—one short, one long: o ——.

Siding to or from Oroville Branch—three long, one short: —— —— —— o.

Siding to or from west leg of wye—three short, two long: o o o —— ——.

Main Line to or from west leg of wye—two long, three short: —— —— o o o.

Main Line to or from east leg of wye—one long, one short, one long: —— o ——.

To Oil Spur—one short, two long: o —— ——.

LIVE OAK TOWER.—Crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

WOODLAND.—All derails on approaches to crossing of Sacramento-Woodland Electric Railway, and switches leading from main track to house track and siding and switch from siding to Knights Landing line, controlled by this tower. Top arm on high signal, located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.

The following whistle signals will be used:

TEHAMA to or from siding—one long, one short: —— o.

TEHAMA to or from house track—two long, one short: —— —— o.

KNIGHTS LANDING to or from siding—one long, one short, one long: —— o ——.

Trains that are to hold main track will use the standard four short blasts of the whistle, calling for signals.

Account of view of home signal being limited in distance, trains will approach this signal under control.

MISCELLANEOUS.

Rule No. 1—Tracks between Sacramento and Blue Canon numbered as follows:

Track No. 1, Westward main track via Auburn.

Track No. 2, Eastward main track via Nevada Street, Auburn.

Track No. 4, between Rocklin and Loomis; diverges from track No. 2 at Rocklin and runs on south side of track No. 1, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 210, 24 and 34.

2. On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

All trains between Elvas and Sacramento and between Elvas and Brighton, second class trains between Sacramento and Roseville, and eastward trains via Elvas from Stockton Division will move irrespective of time-table superiority when moving with current of traffic.

3. Between Colfax and Blue Canon trains will move with current of traffic irrespective of superiority, but must obtain clearance at Blue Canon and Colfax.

Normal position main track switch at Truckee will be set for eastward trains.

4. Trains and yard engines after coming to a stop for crossing with Sacramento-Woodland Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman, and not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.

Southern Pacific trains will approach Western Pacific crossing at Front and R Streets under control, expecting to find crossing occupied.

Southern Pacific yard engines will stop at this crossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets are clear before using.

5. Trains will stop within two hundred (200) feet of Northern Electric crossing at Yuba City and Sacramento, Front and R; at Sacramento-Woodland Railroad crossing at Woodland; at Knights Landing and Tehama drawbridges before crossing.

6. The tonnage of any train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 110 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

7. Trains taking siding for other trains at the following named stations will use the siding indicated:

At Colfax westward trains will use siding number one (1) north of westward main track. Eastward trains will use siding number three (3) south of eastward main track.

8. Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water.

Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

9. At meeting point, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

10. Markers must be kept burning between Blue Canon and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers in daylight as well as at night, as per Rule 19, Book of Rules.

11. Train must not stand on drawbridges at Knights Landing and Sacramento.

12. When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches and derailers are properly set, and protect against trains or cars that may be on the siding.

13. Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

14. Enginemen must not dump carbide from gas generator within snowshed district.

15. Employes are not allowed to ride on pilot of engines except yard and Mallet engines.

16. When one torpedo is exploded train will come to a stop as per Rule 15, If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

17. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

18. Trains from Knights Landing branch at Woodland will use siding to depot or comply with Rule 83 before entering main track. Switches this siding set to lead from Oroville branch.

19. Long siding Harrington will be used as follows: West end west of cross-over as westward siding; east end east of cross-over, eastward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with eastward siding.

20. When trains have outfit cars moving over the mountain, helper engine will go through to Lake View and cut out, instead of cutting out at Summit, in order to avoid shoving against outfit cars at Summit.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to September 5, 1915.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Red Bluff via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Red Bluff and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65	1382, 1384, 1388 1391 1394, 1398 and 1399	160	2305	......	......	......	......	2000	675	390	2285	1465
E—69 18/28 73	1459 to 1463	165	2620	......	......	......	......	2140	......	......	......	......
M—63 20/26 126	1615 to 1719	190	4310	......	......	......	......	3415	......	......	......	......
M—63 20/28 147	1802 to 1804, 1810 to 1813, 1816 to 1818	200	4475	......	......	......	......	3520	......	......	......	......
M—63 21/28 147	1720, 1724, 1770 to 1779	200	5020	......	......	......	......	3960	......	......	......	......
M—63 21/28 144	1725, 1726, 1729, 1742, 1762, 1799 to 1801 and 1803	195	4890	......	......	......	......	3960	......	......	......	......
M—63 21/28 147	1808, 1809, 1811, 1814, 1815, 1819 to 1822	200	5020	......	......	......	......	3960	......	......	......	......
M—63 15½/26/28 144	1793, 1802	200	4790	......	......	......	......	3745	......	......	......	......
T—57 18/24 86	2114 to 2153	160	2805	......	......	......	......	2245	815	500	2555	1640
T—57 18/24 83	2154 to 2173	160										
T—57 18/24 87	2174 to 2183	160										
T—57 18/24 88	2184 to 2186	160										
T—57 18/24 94	2001	160										
T—63 18/24 78	2187, 2190	145	2750	......	......	......	......	2130	795	505	2385	1520
T—63 20/26 112	2235 to 2273	180	3860	1030	555	1575	675	3080	1135	710	3505	2260
T—63 22/28 160	2311 to 2342	200	5490	1490	815	2215	950	4340	......	......	......	......
C—51 19/30 96	2511 to 2599	200	5980	1660	920	2420	1070	4675	......	......	......	......
C—57 22/30 187	2752 to 2830	200										
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	......	1660	920	2420	1070	4675	......	......	......	......
C—57 22/30 184	2694 to 2751	200										
C—57 22/30 180	2624 to 2679	200	......	1660	920	2420	1070	4675	......	......	......	......
C—57 22/30 178	2680 to 2693	200										
TW—55 22/26 147	2900 to 2913	180	5150	......	......	......	......	4105	1550	1010	4520	2765
TW—57 20/30 120	2925, 2928, 2930 and 2931	160	3840	......	......	......	......	3060	1140	740	3020	1990
TW—57 20/30 114	2926	160										
TW—57 20/30 122	2927, 2929	160										
TW—51 20-29/26 120	2932, 2940 and 2943	180	3360	......	......	......	......	2625	980	640	2610	1570
TW—51 20-36/26 118	2948, 2950 to 2952	170	3155	......	......	......	......	2560	945	610	2540	1525
TW—51 20/26 118	2946, 2947, 2949, 2953	170	4080	......	......	......	......	3195	1240	830	3150	2075
TW—51 20/26 120	2933, 2934, 2936 to 2939, 2941, 2942, 2944	170										
MC—57 26-40/30 394	4000 to 4016	200	......	3815	2170	5460	2500	......	......	......	......	......
MC—57 26-40/30 398	4017 to 4028	200										
MC—57 26-40/30 401s	4029 to 4043	200										
MC—57 26-40/30 395s	4044 to 4048	200										
MM—63 25-38/23 320	4200 to 4211	200	......	3185	1795	4660	2070	......	......	......	......	......
MK—63 26/28 210	3236 to 3249	200	......	2110	1165	3110	1355	......	......	......	......	......
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

A. E. BROWN ..... Woodland to Oroville; Roseville to Red Bluff; Davis to Tehama; Fruto and Hamilton Branches .... SACRAMENTO, CAL.
C. R. PETRIE ....Colfax to Sparks ....TRUCKEE, CAL.
F. J. BERRY — Colfax to Sacramento, inclusive; Placerville and Walnut Grove Branches. ROSEVILLE, CAL.
A. B. ALLEN..........Assistant Train Master........SACRAMENTO, CAL.

W. S. LAW.................. CHIEF TRAIN DISPATCHER
O. T. STACKPOOLE ... ASST. CHIEF TRAIN DISPATCHER
L. GEIGER.........EXAMINER AND TRAIN DISPATCHER

TRAIN DISPATCHERS
D. A. NEELLEY
C. N. JONES
M. A. WALLACE
F. E. JONES
B. D. MULLINS
F. E. SCOTT
L. FINGLAND
SACRAMENTO, CAL.

MILEAGE.

MAIN LINES.

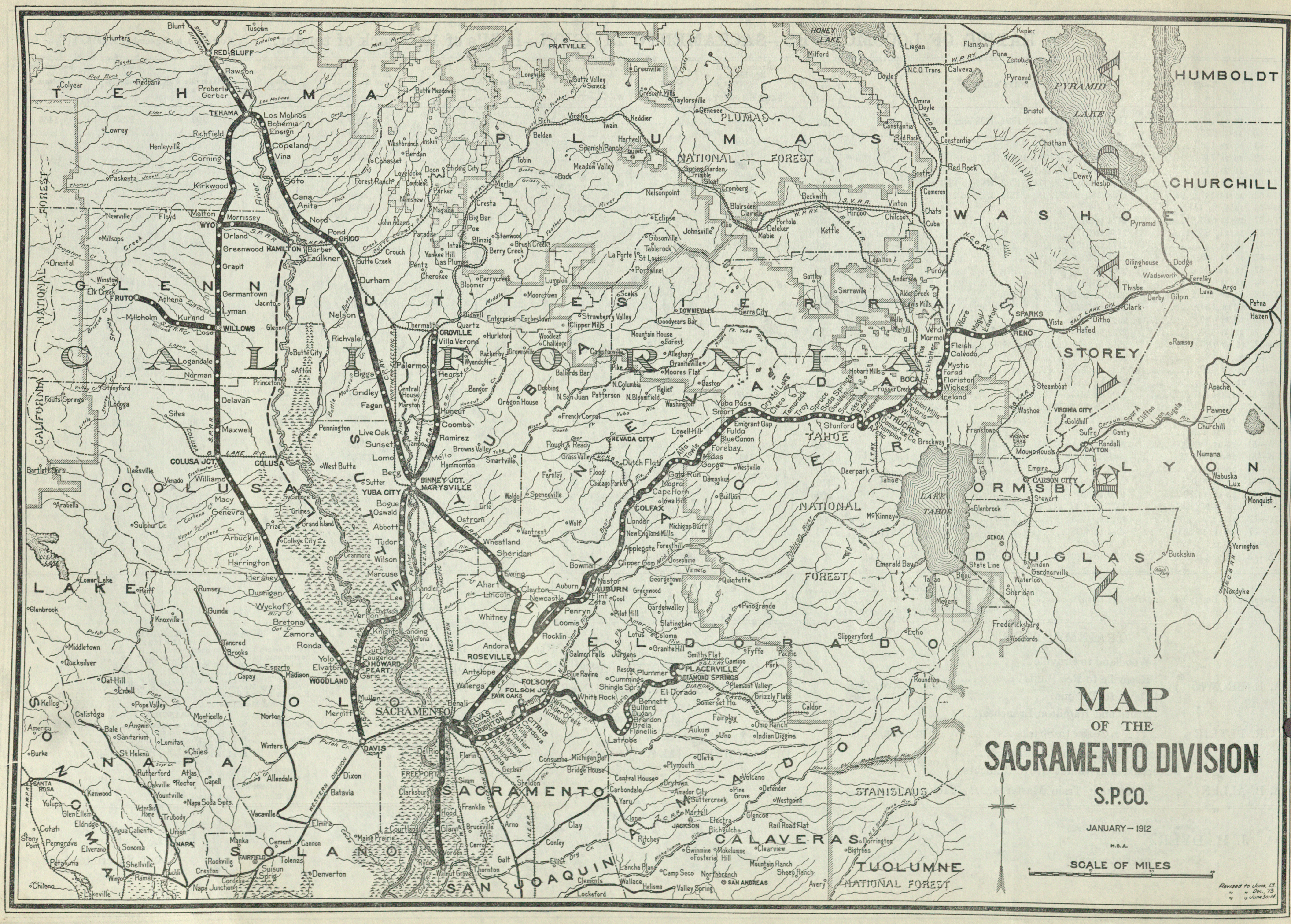
End Western Division to Sacramento	S. P. R. R	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R	110.40	
Woodland to Marysville	S. P. R. R.	37.05	
Roseville to Red Bluff	C. P. Ry	116.02	
Total Main Line			430.12

BRANCHES.

Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11 21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P. R. R	Sacramento to Walnut Grove	24.30	
Total Branches				142.89
Total Sacramento Division				573.01

J. H. DYER,
Superintendent.

J. T. BELL,
Asst. Superintendent.


TEHAMA
GLENN
BUTTE
PLUMAS
PLUMAS NATIONAL FOREST
CALIFORNIA
CALIFORNIA NATIONAL FOREST
COLUSA
SUTTER
YUBA
SIERRA
NEVADA
PLACER
TAHOE NATIONAL FOREST
EL DORADO
AMADOR
CALAVERAS
SACRAMENTO
SAN JOAQUIN
YOLO
SOLANO
NAPA
SONOMA
LAKE
STANISLAUS
TUOLUMNE NATIONAL FOREST
NEVADA
WASHOE
HUMBOLDT
CHURCHILL
STOREY
ORMSBY
DOUGLAS
LYON
PYRAMID LAKE
HONEY LAKE
LAKE TAHOE
RED BLUFF
TEHAMA
CHICO
HAMILTON
WILLOWS
OROVILLE
MARYSVILLE
YUBA CITY
COLUSA
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
FOLSOM
AUBURN
COLFAX
NEVADA CITY
PLACERVILLE
TRUCKEE
BOCA
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
NAPA
FAIRFIELD
SHASTA DIVISION
WESTERN DIVISION
SALT LAKE DIV.
0
10
20
30

MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

JANUARY – 1912

M.S.A.

SCALE OF MILES

Revised to June, 13.
" " Dec., '13
" " June 30-14